

# T-Craft Aero Club

## Monthly Newsletter

July 2022



Putting Wings  
on  
Your Dreams

Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

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## IMPORTANT NOTICES

## Garden Valley Fly-In Results

(Submitted by Jim Hudson, T-Craft Director of Membership)

The 17th Annual Garden Valley Fly-In Breakfast held last Saturday was a HUGE success.

We had at least 35 members and 40 or more guests for another record setting T-Craft event. We had all our birds fly up, plus some members in their own planes. We had 6 of our planes plus one member plane participating in two rounds of the flying events. The weather was perfect, except it got a little windy in the 2nd round of flying.

### Contest Results:

#### Bomb Drop (Pilot/Bombardier)

- 1st Caden Lewis/James Paterson in 686 @ 9'9"
- 2nd David Thomas/Trystin Thomas in 13G (206) @ 10'
- 3rd Kevin Harvey/Pete Glick in 64R @13

#### Spot Landing

- 1st Kevin Harvey in 64R @ 24'
- 2nd David Thomas in 13G (206) @ 36'
- 3rd Len Buchanan in 93S @54'

#### Top Gun

- Kevin Harvey in 64R

Special Thanks for those who helped put this together:

- Dave Miller for hauling up the IAA Supplies trailer.
- Scott Lewis's family for helping set up the tables and helping with breakfast.
- Ivan Sudac and Wife Kim for planning, RSVP's, buying the food and supplies. (unfortunately, Ivan was called to work at the last minute and had to miss the festivities)
- Ken Kaae and his wife Gale for hauling up the food, cooking and serving breakfast
- Scott Henscheid-photos (Look in the July Newsletter for some great photo's)



Instructors offering free instruction: John Baglien, Gordon Hall, Jim Manley, Pete Glick, James Patterson, Jim Hudson, and David Meisner

I probably missed a few, but thanks to all the members and family that made this a safe, fun, and memorable event.

If you missed this year's event, put next year's on your calendar. We'll probably have the event next year on the day before Father's Day. This has worked out well with good weather and being able to use IAA tables and equipment.

Looks like summer is here, time to brush up on Density Altitude. Go the Club Website/Site Index <https://www.t-craft.org/site-index> to review the article on Density Altitude and Bruce Meadows Accident which undeniably shows the effect of DA.

## Fly-In Pictures

(Photos by Len Erickson, Amanda Henscheid, Scott Henscheid)





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## CALENDAR & CLUB STATS

### Month Ahead

July 2022

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

### Coming Events

10 Jul 2022: Accounts due

12 Jul 2022: Board mtg, 7pm, Zoom

20 Jul 2022: Accounts past due

25 Jul 2022: Last flight day in billing period

### New Members

Brian Yoder, Private Pilot, Class II

### Resigning Members

Anna Grachanin – Class I

### Achievements

Slay Windham –CFI rating

### Member Stats

120 Members (after new members & resignations)

100 Active flying members (cap: 14 x 7 = 98)

33 on wait list-(12-18 month wait)

38 Class I Members (35%)

82 Class II Members (65%)

8 Inactive (voluntary suspension)

20 Suspended (18%—BFR/Med/attend/billing/ 8 inactive)

### Member Ratings

12 Student Pilots

68 Private Pilots

28 Commercial Pilots

12 Air Transport Pilots

51 Instrument Rated Pilots (not all are current)

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## OUR FLEET

(Rates Effective 26 Apr 2022. Click [ScheduleMaster](#) to see latest aircraft status - login required)



C-152 (110HP) [N67375](#) \$82.00/hr

Online



C-172M (160HP) [N13686](#) 101.00/hr

Online



C-172 (160HP) [N4464R](#) \$101.00/hr

Online



C-172N (180HP) [N1293F](#) \$116.00/hr

Online



C-182P (230HP) [N9989E](#) \$162.00/hr

Online



C-182Q (230HP) [N7593S](#) \$162.00/hr

Online



C-182Q (230HP) [N121M](#) \$162.00/hr

Online

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## FUEL REIMBURSEMENTS

### \$7.36 per gallon

We receive a significant discount from the AV Center published prices. PLEASE REMEMBER TO REMOVE YOUR FUEL RECEIPT from the fuel pumps so others will not see our fuel price. Also, please do not broadcast our price to non-members.

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## AIRCRAFT CARE

**Windscreen Care:** When cleaning the windscreen, use only vertical strokes. Do not use circular strokes. Over time, circular movement of the cleaning towel will leave a corresponding mark in the screen that will require replacement.

**Post Flight:** We are continuing to see many instances of lack of care and taking the time to make sure that you're (and our) planes and hanger are put away properly. Gust locks, pitot tube covers not installed, flaps left down, doors not locked, seat belts not put away, master left on = dead battery, avionics master not turned off, lights not turned off (except its advisable to leave the beacon light on as a warning the master was left on), bugs not cleaned thoroughly from all leading edges, windows streaked, dirt and trash not cleaned out (plane and hanger), fuel card or keys missing from the key bag, key bag not zipped or put away, hanger door pins not fully secured, hanger doors left open, hanger lights left on, the hanger itself not locked. There should be no need for any such reminders, as a matter of common courtesy we should leave an aircraft in a clean condition after we have flown it. We learned as early as first grade, if we create a mess, we clean it up. That's the grown-up thing to do. PLEASE take you time when ending your flight and be vigilant on taking care of these items.

**Oil Usage:** Fellow members/owners - in the big scheme of things OIL is relatively inexpensive. However, over time we have established a norm for each aircraft on how much oil a particular engine is comfortable with. Jim Hudson has taken his time to produce a comprehensive check list for each aircraft. Included in the pre-flight section it states minimum/maximum oil to check for. Do not go by what the POH says, i.e. engine has a 12 qt capacity. 93S for example would blow oil out breather tube along belly of aircraft until dip stick reads 8. Please use checklist for amount of oil necessary for all T-Craft aircraft. As I have repletely said, if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read Aircraft Oil Usage on our web site under Site Index. James Eyre

**Check Lists (Revised):** The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – Jim Hudson

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## HANGAR SECURITY

- Please check to make sure you don't have the airplane keys or fuel card in your pocket.
- Make sure the plane and hanger are locked and secure; hanger door pins in, doors locked, hanger locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hanger when the doors are open.
- There have been several instances lately of the tug being used and not returned to its parking spot (or plugged in). This doesn't appear on the post flight checklist as not everyone uses the tug. The tug was even left on once which completely drained the battery. Not great for its health. Please triple check everything post flight (prior to leaving the hangar).

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## SCHEDULE MASTER (REVISED)

### ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

**90 Day Attendance and Day/Night Currency (Revised):** A field was set up in the "Status" tab in Schedule Master to show the date that your 90 day attendance will expire. You'll get a notification via email 30-days prior to that date from Schedule Master. You will also get a message after that notification when you log on to Schedule. Your flying and scheduling privileges will be suspended as per club policy if you do not attend a club function prior to, or on that date in the 90 day attendance box. Membership meetings, board meetings, and other club functions are credit for attendance.

There also are two fields that can be used by members to set your flying 90 day expiration dates. You will get notification from Schedule Master 30 days prior to the expiration dates you set.

**Scheduling Guidelines (Revised):** A reminder of our scheduling guidelines per our policy.

**Sharing** aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.
- If you are flying multiple days your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.
- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- Use the notification function in Schedule Master to notify you of a cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Schedule ahead of time, you can schedule 90 days in advance.
- For long trips you can schedule up to 14 days consecutively, longer with board approval.
- Call the member who has the aircraft and time slot you want/need and see if they can swap or may already be looking at canceling the flight but haven't canceled yet.
- Use common sense and respect other members.

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## BILLING & LOGGING

**Billing:** Please Remit Payment In Full By The 10th Of The Month. Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

**Logging (revised):** The FlightLog System is NOT connected to Schedule Master. If you Log a plane out in the Flight Log System and then decide not to fly, you need to log the plane back in. Cancelling the flight in the Schedule Master on-line system WILL NOT cancel the flight in the Flight Log System. You have to do BOTH.

- LOG OUT BEFORE FLIGHT:
  - Enter destination. Make it as specific as possible so the DOM can continue to project 100 hour and annual inspections. This also helps if you do not return as scheduled.
- LOG IN AFTER FLIGHT:
  - Enter fuel, oil usage



- Enter Hobbs Time. This is the basis for billing / reconciling accounts and also for maintenance projections. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out.
- Enter Tach Time. Please be accurate and use a flashlight if necessary to see all of the numbers. 4 digits to the left of the decimal and one to the right are required. Tach time is required so that we can receive more accurate information and advisories for Oil Changes. If the Time to Service is 5 hours or less, there is a warning that comes up in yellow. If the Time to Service is down to "0" there is a RED Warning and a message to call the DOM before you fly. This should not happen as we are striving to be timely with our oil changes.
- Hit the GREEN FINISH button. If you hit the cancel button, the flight will not be logged back in making it very difficult and confusing for the next member to take that airplane.

Report any issues to Reggie Sellers at 208.861.6274 / email [regluvs2fly@gmail.com](mailto:regluvs2fly@gmail.com)

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## TIPS, TRICKS, AND FUN

### On landing well: 9 steps for success (Reprinted from Air Facts Journal)



Because most of what I do is helping Civil Air Patrol pilots transition to our high wing Cessna airplanes, I tend to fly with a lot of different folks but in just a few airplane types. This has allowed me to observe aviators using a wide variety of techniques to fly "nearly the same" airplane, including in the traffic pattern. And because some folks I have recently flown with have struggled with landings I will share what I have done to help them overcome their landing issues.

[Read more . . .](#)

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### One Year of Pilot's Discretion Podcast Episodes (Reprinted from Sporty's Fast Five)



Last week we published the 26th edition of our Pilot's Discretion podcast, marking one full year of episodes. This biweekly podcast brings you fast-paced and thought-provoking interviews with some of the world's most interesting pilots, discussing everything from the latest technology to practical tips for safer flying. To celebrate, we thought we would look back over the last year and highlight some of our favorite episodes. [Read more . . .](#)

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